

## LETTERS FROM THE PEOPLE.

[illegible]

The instructors rest and teach the young men who were not a part of the terrible events of twenty-five years ago, and that the Democratic party of this country has no right to demand a faithful up-to-date and nothing more; that they indorsed him then as they indorse him now; not forgetting to say that the party of the Democrats had done it all through the hands of Dr. Harrison and his methods, maggoty butter for the insane and all. It does not signify that the party has repented because it passes the time by doing things which would make Republicans then to lead them now. These Republicans have gone down to the Democratic plane, that is all; the Democratic party has not come up at all. I am glad to hear that some of these Democratic leaders were soldiers when Voorhees was calling them ugly names, they have forgiven him for the sake of office, which they could not get in the Republican party. Let us honor them for what they were and pity them for what they are, assuring them however, that our party does not lead us to follow them in the Democratic case. I am glad to hear, nevertheless, that there is virtue enough left in the Democratic party to be so ashamed of the men who were Democrats when they were called traitors and poor leaders, but we need not condone the offenses of the war period nor indorse the methods of Coy and Dr. Harrison or Voorhees.

U. L. SKK.

**Disability Service Pension.**

To the Editor of the Indianapolis Journal:

"Vigo," in his communication in your issue of Monday last, opposes the repeal of the limitation to the arrears of pension, but gives no reasons for the same, except that it would require the outlay of a vast sum of money should the limitation be removed. Well, the same objection would apply to his proposition to pay to all ex-soldiers a service pension of \$8 per month, the great difference being that the latter scheme would require almost as great an outlay as the former one. If we grant that besides would go to men who make no claim to disability, many of whom are wealthy and not in need of assistance, while that paid out for those who are disabled, they have saved themselves to be suffering from disabilities contracted while in line of duty in the army, many of whom are now not receiving anything to pay for their real wages during the remainder of their life. These pensioners who have not received the arrears are, at least the larger proportion of them, the men who preferred to fight for their country rather than live, and who, since their discharge, have with the same spirit struggled along, paying out their savings for medical treatment, hoping year after year that they might be able to return to work. As the number of such cases increases, the advances of disabilities, all hopes of recovery abandoned, and by advice of friends and physician they finally apply for the pension which they might have had many years ago. But under the present law, they are paid only from date of application. It would not seem possible that any one would advocate a service pension without the "advancing" until justice be done the disabled, and they all placed upon the same footing.

There is no doubt, but that should the present Congress act but granting a pension to every veteran ex-soldier who is or may be suffering from disability, and who is now, or when they may reach the age of sixty years, and to equally large sums to those who are not soldiers, it would meet with general approval; but until those suffering from disability, the aged and feeble, the widow and orphan are taken care of, the Government cannot ask Congress to pass a service law, granting a pension to able-bodied and wealthy ex-soldiers, and should be looked upon as bumblers, should be "advancing" the coming campaign.

JUSTICE.

**The Arrears of Pensions Act.**

To the Editor of the Indianapolis Journal:

In your issue of April 30 an article appears signed "Vigo," discouraging the demands being made for reopening the arrears of pensions act. It seems to me that "Vigo" has a hobby, or is decidedly unfair. It is to be presumed from his writing that he has received his pension with the arrears, or that he is not expecting to receive anything from any law that may be passed, other than a service pension. I have nothing to say to "Vigo's" wish for the wiping out of the law which grants a pension to those who are granted of arrears to those who never received such benefits can in any way interfere with the granting of pensions to those deserving them.

Now, let us suppose that there were thousands of soldiers that filed their claims before 1880, and got the union from date of disability. Should they now be rated at \$12 per month? No, they would be rated at \$8 per month, then it is an injustice to the latter. Thousands of soldiers failed to take advantage of the later legislation from the fact that while they realized that they were entitled to a pension, they were yet able to successfully labor for their own support and that of their families, and in the eyes of a large per cent. of the people, until the passage of the law of March 1885, the reputation of a soldier drawing a pension and having no visible disability was looked upon as a government pauper. As the two great political parties are generally opposed to each other, the Union soldier, and making great capital of it, why should the soldier not receive at the hands of either of them his just dues? An applicant for a pension is entitled to the full amount of his disability incurred while in the line of duty, not that it is the result of something contracted then, but the disability itself was contracted then, and he is entitled to the full amount of it, titled to his pension from that time. The fact that he failed to apply for it before a specified time doesn't alter the fact that his disability was incurred before 1885, and the Republican party has made a good showing of the soldiers' friend, but had they gone ahead and done full justice to them, there would have been no reason for the late action of the Democrats to steal when they stole the president.

THEIR HAUTE, IND., May 1. EX-SOLDIER.

**That Reform School Master.**

To the Editor of the Indianapolis Journal:

There are so many wide statements in Mr. Charlton's card in Saturday's Journal that I shall have to correct a few of them. Otto Swisher was convicted as being an accessory in a grand larceny case and was sentenced to one, not two, years. On the recommendation of the judge and prosecuting attorney, Governor Gray sent him to the Reform School. The judge told me, in the court-room after sentence had been pronounced, that he believed him to be innocent of the crime charged against him, but if he was, he could do nothing but give him the lightest sentence. He also said he would pardon him at any time he was called upon to sign a pardon for him. After my visit there, I was last at the school the 10th of February. According to papers an officer showed me, and to what I saw, Otto Swisher visited there by his parents. Otto left there the 16th, and came back again the next day. When he told me he had been promised his discharge the 1st of March, Mr. Drake, the clerk in the office, told me he understood he had been promised his discharge the 1st of March, and that Otto told me, on leaving him that day, was to have his father and mother come after him in a buggy the 1st day of March. Now, doesn't it sound reasonable to you that a man, knowing he had duly twenty-one days to serve, induce him to run away? He never spoke of such a thing the day of my visit. He told me again, that he would leave the school the 1st of March, and that he would leave because the boy he worked with at night was going to report him in the morning—what he did not say—and he was afraid of getting caught. He also said that he was, as he knew of his whereabouts, I told Mr. C.'s informant that I did not know where he was, and do not now, and never did since he left this city.

I am sorry to hear that the superintendent needed him but once. The superintendent of that institution, who, by the way, perhaps I should have said before, I have never heard a word about him since he left the school, and his black-whip, more than ordered, may receive information some time that will be of use.

W. H. YEAW.

Mr. Voorhees and the Soldiers.

To the Editor of the Indianapolis Journal:

There is no conflict in the statements concerning what occurred between Voorhees and the soldiers on the train during the war, there being two engagements instead of one. The one in which the bell-rings figures was some time during the year 1863, when a detachment of soldiers had been sent to the State Prison at Terre Haute, Indiana, but by the time he had reached Greencastle the soldiers were making it so hot for him that he abandoned the train by jumping off, and ran to the hills near Greencastle. The bell-rings was appropriated, perhaps, the only thing that saved Daniel was the interference of the officers in charge of the soldiers on board the train. There were at least two of the soldiers now living in the eastern part of this county, men who are reliable in every respect and who would be proud to tell the truth. They would preserve the public already satisfied that the gross Democratic lieader was a traitor.

ANTI-SCYAMORE.

DRAFTED, Ind. May 1, 1885.

EVERYTHING which belongs to pure, healthy blood is imparted by Hood's Sassaaparilla. A trial will convince you of its merit.

## AFFAIRS OF THE RAILWAYS.

**A Healthy Volume of Traffic.**

The train records of the week ending May 5 show that the movement of cars is rather above the usual early May volume, being 217 larger than in the week preceding, 366 larger than in the corresponding week of 1887, 1,568 more than in the corresponding week of 1886, and 2,196 more than in the corresponding week of 1885. In making the above statement, however, it should be stated that local business is considerably in excess of that of last year, and that through traffic shows a falling off. It will be noticed that in comparisons the through east-and-west lines, most of them, make an unfavorable exhibit, and the shortage is all in through business. Take the Panhandle lines. Their local business was never better, while their through traffic has not been so light in many years. The same is true of the Vandalia. The Cincinnati, Hamilton & Indianapolis and the Cincinnati, Indianapolis, St. Louis & Chicago show the handsomest movement for this season of the year. The last week something of an unusual crop of export business is shown, and the shipments of live stock have increased somewhat, but the shipments of grain and provisions to New England points are very light. There is some lumber going forward. West-bound tonnage is not as heavy as thirty days ago; still it compares favorably with the same time of the year. Last year there were railway supplies going forward to the extent which they were at the corresponding time 1887, the volume of traffic would be much smaller. As in the case of merchandise, the shipments are somewhat in excess of those of last year. North-and-south roads are doing an excellent business, largely local in character. The fact is that the country business is seldom better during the year than at the present time. While the movements of coal and live stock cut a less important figure than in the fall and winter months, the business in agricultural products such as stone, brick and lumber, are unusually large. Then agricultural implements, such as mowers, reapers, threshers and engines, form another important item. The fact is that what the coming week of this month will show further improvement, and that by its close the earnings will be well up to those of the corresponding month in years past. One thing is certain, the business in railroads is about the best it has been for several years. Below is given the number of cars received and forwarded at Indianapolis from May 1 to May 5, 1888, compared with those of the corresponding weeks of 1887 and 1886:

Name of Road.	Loaded cars, 1888.	Loaded cars, 1887.	Loaded cars, 1886.
L. N. A. & C. Air-line.....	255	196	102
L. D. & W.....	477	385	329
O. H. & I.....	894	462	625
L. E. & W. (ind. pail div.)..	406	366	239
O. I. & P. (Peoria).....	812	582	1,005
J. M., St. L. & C. Lafayette..	770	1,553	1,179
C. J. & T. (Cincinnati).....	1,744	1,091	1,595
C. St. L. & P. Columbus....	1,273	1,678	1,418
Vandalia.....	1,881	2,224	1,901
I. & St. L. (Chicago).....	1,529	1,347	1,583
Bee-line.....	1,655	1,407	1,662
Total.....	15,408	15,042	13,840
Empty Cars.....	4,710	4,862	4,110
Total movement.....	20,118	19,904	17,950

Matters Coming to a Head.

A few days ago the Journal mentioned that the relations were greatly strained between the Pennsylvania Company, the Jeffersonville, Madison & Indianapolis, and the Louisville Bridge Company toward the Louisville, New Albany & Chicago road, which uses the J. M. & I. road between New Albany and the bridge to cross the river, and then the terminal facilities of the Pennsylvania Company at Louisville. On Saturday the Pennsylvania Company, the J. M. & I. and the Bridge company shut the Louisville, New Albany & Chicago road of Louisville at its end of the bridge and their tracks. Late Saturday evening the Louisville, New Albany & Chicago Railroad Company secured a temporary injunction against their carrying out such a purpose, and the matter is now before the court. The case to come up on its merits. The complainants allege that the Louisville, New Albany & Chicago owe them \$45,000 for rental and show no disposition to pay. They also claim equal facilities on the tracks of the J. M. & I. and the bridge and terminal facilities at Louisville with those of the Pennsylvania lines. The latter party reply that they have several times offered to lease the bridge and terminal at the rate way the Pennsylvania people allege that while competing for business for the same points the L. N. A. & C. is not maintaining rates above the cost of operation, and that the L. N. A. & C. have been unable to make a satisfactory contract with the Kentucky and Indiana Bridge Company to get into Louisville, but the turn hasn't yet been now taken will likely hasten some arrangement.

Personal, Local and State Notes.

The Way Bill, one of the brightest papers of our city, has changed its title to Railroad Topics.

Joseph Polk, roadmaster of the western division of the Lake Shore road, was stricken by paralysis a day or two ago, while on duty.

A. W. Johnson has been appointed agent of the Vandalia, on the T. H. & L. division, at the junction of the bridge and the main line.

C. E. Henderson has purchased all the steel needed to complete the laying of the Ohio Southern road with steel weighing sixty pounds to the yard.

The strike at the Edgar Thomson steel-rolling mill, delaying improvements on several Indiana roads which had orders placed with these works.

The earnings of the Wabash proper, in April, fell \$400 below those of the corresponding month last year, and those of the Ohio & Mississippi, \$200.

There were transferred over the Belt road last week 10,946 cars, which is 1,276 more cars than were hauled on the Belt road the corresponding week 1887.

The Vandalia has completed the work of equipping its passenger cars with electric incandescent air signals, and will put them into general use in a few days.

The general passenger agent of the Indiana Midland road gives notice that after the 15th of this month the fare between all stations will be three cents per mile.

The Ticket-brokers Association will meet at Detroit on Wednesday of this week, and expect to be in session three days. The association is the more prosperous than at any time in its history.

John King, president of the Erie road, hoots at the idea that the road is again crippled financially. He says the company was never in better financial condition, and has no use for revivers.

There is a railway bill before the Canadian Parliament which renders anyone selling intoxicating liquors to railway employees of the Dominion, while they are on duty, subject to a severe fine.

Live-stock traffic begins to improve. What are known as distillery cattle are being shipped East. Last week the Belt road engines handled 689 car-loads of stock, against 698 the corresponding week of 1887.

A. E. Ford, general passenger agent of the Pennsylvania lines west of Pittsburg, accompanied by his assistant general passenger agents, will start to-day on a trip over the several lines, to make inquiries relative to new soundings.

Stockholders of the St. Louis & Kansas City Texas road, at their annual meeting, voted to extend the road from Cairo to Grand Tower Hill, Ill., and there bridge the Mississippi and gain access to the Gulf of Mexico. Such an extension would, as well, give them an eastern connection.

Of the fifteen Indianapolis roads none show so large an increase in their business thus far this year as does the Cincinnati, Hamilton & Indianapolis road. The road showed an increase last week over the movement of cars the corresponding week 1887 lacked but four of being 100 per cent.

V. H. Stevens, chief appointed trainmaster of the Evansville City driving road, which leaves Santa Fe & California road, leased to the A. T. & S. F. His headquarters will be Marcelline, Mo. Mr. Stevens was for many years a train-dispatcher on the Cincinnati, Indianapolis, St. Louis & Chicago road.

One who has given the matter a good deal of attention says was a canvass of the business men on South Meridian street and of the proprietors of the buildings along the street, by a large majority they would favor building the railroad over Meridian street instead of occupying the alley on the east of Meridian street.

The Indianapolis, Decatur & Western has put back the train leaving for Evansville, which leaves the Union Depot at 7 A. M. They now have three trains a day each way. Their new Kansas City train, which leaves here at 3:51 P. M., is proving to be a favorite, having made the average running time of light travel \$1.20 per mile run.

Cutting down the dividend of the Pennsylvania gives them an opportunity to lay by something for a rainy day. Should the South Penna.

would be but the Pennsylvania will need  
 millions for defense, as the interstate law,  
 which they, it is alleged, were instrumental  
 in getting passed, forbids any distribution  
 of tribute, either through pools or diversion  
 of business.  
 The Woodruff company are to put on the  
 line of sleeping-coaches which is to be run  
 between Indianapolis and Grand Rapids, over the Cincin-  
 nati, Wabash & Michigan road, commencing with  
 the 14th. Were the C. M. & W. passenger de-  
 partment to advertise their new line, it be-  
 coming a departure for this road, it would be a  
 wise thing.  
 The Pennsylvania is pushing the work of lay-  
 ing a third, and in some places a fourth track,  
 between Philadelphia and New York. At Har-  
 rington the connections station is completed,  
 and a good deal of work in the way of replacing  
 iron bridges with stone arches is in progress,  
 notwithstanding the economical freak the com-  
 pany is now laboring under.  
 I. D. Baldwin, of the L. N. A. & C., will re-  
 present the Indiana division of the Order of  
 Railway Conductors at the annual convention  
 which meets in Toronto, Canada, this week, and  
 Conductor Barnett, of the Pennsylvania, will  
 represent the Longoronto division. This is  
 their twentieth annual convention. The dele-  
 gates will all meet in Chicago, and have a special  
 train of Pullman cars from Chicago to Toronto  
 over the Chicago & Grand Trunk.  
 At the Academy.  
 New York Sun.  
 Young Artist (to friend)—Charley, do you see  
 that lady and gentleman who are looking at my  
 picture and talking in such low, earnest tones?  
 Friend—Yes.  
 Young Artist—I wish you would saunter care-  
 lessly by and find out what they are saying. I  
 looks like business.  
 Friend (after sauntering carelessly by)—She is  
 blowing him up, Gus, for taking off his flanni-  
 ers so soon.  
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 disorders are cured by Ayer's Sarsaparilla.


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**MASONIC-ANCIENT LANDMARKS LODGE,**  
 319 F. & A. M. Stated meeting this (Mon-  
 day) evening, at 7:30 o'clock.  
 CHAS. SCHNEIDER, Secretary.  
**WILLIS R. MINER, W. M.**  
**MASONIC-MYSTIC TIE LODGE, NO. 398, F. &**  
 A. M. Mystic meeting in Masonic Temple, 6  
 7:30 o'clock this evening, for work in the third de-  
 gree. Visiting brethren will be fraternally welcomed.  
 CHAS. E. BROWN, Secretary.  
**WILLIS D. ENGLE, Secretary.**  
**HEADQUARTERS GEO. H. THOMAS POST,**  
 No. 17, G. A. R., Indianapolis, May 5, 1888.  
 Comrades of this post are requested to be at the post hall  
 at 1 o'clock p. m., Monday, the 7th inst., to attend  
 the funeral of Comrade Andrew W. Billing, at his  
 late residence, 1415 Buchanan st. Comrades of  
 other posts, especially ex-prisoners of war, are in-  
 vited to participate.  
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The approach of the great campaign of 1888 renders it desirable for every citizen to have a first-class newspaper; in fact, it will be impossible for him to keep fairly abreast of the times without such a paper. Great political battles are to be fought in the State and Nation, and their conduct and progress the **JOURNAL** will carefully record. No Indiana reader, certainly no Indiana Republican, should be without the **JOURNAL** in the coming campaign. While it is thoroughly and soundly Republican in politics, devoted to the interest of the Republican party, the **JOURNAL** will not allow its news to be colored by partisan bias, but will give the news of the day without fear or favor. The present session of the national Congress will be among the most important held in recent years, and questions of great national moment will be considered. Every citizen is interested in the pending legislation, and can keep himself thoroughly posted by a perusal of the **JOURNAL**'s news columns, in which the doings of Congress will be fully reported.

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